

# IVAN MORGAN SUED FOR \$100,000 DAMAGES

## The Indiana Teamster

"Serving the Indiana Teamster Movement"

Vol. V

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No. 8

## LOCAL 135 WINS CITY AGREEMENT

### INDIANA TEAMSTERS INDORSE LA FOLLETTE

#### Another Wreck Adds to Score; 230 in 1 Year

Ivan Morgan and partners in the Morgan Packing Co., of Austin, are being sued for \$100,000 damages by an Indianapolis realtor for personal injuries resulting from the asserted negligence of one of Morgan's non-union truck drivers.

The suit, filed April 3 in Marion County Superior Court, charges that the plaintiff, John C. Springer, suffered the loss of one eye and was otherwise permanently disabled when his automobile crashed into a Morgan semi-trailer on U. S. 31 near Westfield.

#### Parks in the Dark

The driver, John H. Pickett of Indianapolis, also named a defendant, is charged with failure to place warning flares near the truck. The truck "was stalled across said U. S. Highway, 31 in such a manner that the engine of said tractor truck was headed north, with the headlights pointing north, in the east lane, and the large trailer-truck attached was across the west lane at almost right angles to the highway, blocking the entire highway at this point for traffic, both north and south."

#### 230 Accidents in 11 Months

The Morgan Packing Co. has long been notorious for its traf-

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#### LOCAL 193 SIGNS CITY-WIDE PACT FOR MOVING VANS

A contract just signed with 15 or more members of the Household Movers Association of Indianapolis will give substantially increased wages and improved working conditions to 250 members of Teamsters Union No. 193.

The agreement was reached after a series of negotiations between the union, represented by Michael C. Granat, president, and shop steward of the companies and a committee headed by James L. Beatty, company attorney.

The contract is effective immediately, for one year. It covers more than 90 per cent of all major household moving concerns in Indianapolis.



CHARLES M. LAFOLLETTE

Indiana State Drivers Council unanimously indorsed Charles M. LaFollette for Senator from Indiana, at its regular monthly meeting in the Claypool Hotel, April 19.

The action was taken after an impassioned address by Pat Hess, head of the Fort Wayne Teamsters, Local No. 414, and second vice-president of the State Federation of Labor.

Motion of indorsement, made by Clyde Birdsong of Evansville, secretary-treasurer of the Council, was simultaneously seconded by Joe Williams and Michael C. Granat, representing two Indianapolis locals and Joint Council 69 of the Teamsters.

The resolution carried an urgent appeal to every union Teamster in Indiana to work in behalf of LaFollette upon committeemen and others who will be delegates to the Republican state convention, June 13,

when the Senatorial candidate will be nominated.

Hess referred to LaFollette's record in Congress, pointing out that his every vote has been

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#### 3 Teamster Heads Tell Safety Plans

The subject of safety on the highways has been considered recently by heads of three Teamster Unions, in Indianapolis, Evansville and Ft. Wayne.

In cooperation with the Purdue Public Safety Institute, James E. Deets, president of Teamsters Local 716, addressed a meeting of safety experts

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#### NEARLY \$20 MILLION PAID TO JOBLESS

A total of \$19,965,991 was paid out as unemployment insurance during the first quarter of 1946 by the Indiana Employment Security Division, according to Noble R. Shaw, director.

The total includes \$9,642,991 issued to veterans of World War II in readjustment allowances and

\$10,323,000 to individuals who had established wage credits by working for Indiana firms between October 1, 1944, and September 30, 1945.

Of this total, \$1,566,209 went to claimants who had worked in Indiana but now reside outside the state.

#### Tyndall Finally Grants Union Conditions for All Teamsters In Indianapolis Street Dept.

After striking for two and one-half days, Teamsters' Union No. 135 won an agreement April 17 for all of its members who are employed by the city of Indianapolis.

The agreement, according to Emmett J. Williams, union secretary-treasurer, grants to the union the complete bill of its demands, including a promise by Mayor Robert H. Tyndall to request funds from City Council sufficient to meet raises and vacation pay for the union members.

In announcing the victory, Williams commended the officers, business representatives and shop stewards of Local 135 for their part in the six-months campaign to better conditions for city employees.

See account in this issue of the strike settlement given on radio by Lester Hunt.

#### UNION WINS! HICKS ENDS ITS LOCKOUT

Union Teamsters of Local 543, who were locked out of the Hicks Body plant in Lebanon since November 1 last, have gone back to work under terms of an agreement, which marks the end of one of the most significant labor disputes in the history of Indiana.

The company's lockout of all employees, mostly members of Federal Union 22207 (AFL), was watched by organized capital everywhere. The National Association of Manufacturers in particular regarded the "strike" as a guinea pig situation.

Had Hicks the elder been successful in breaking the union, as was his purpose in refusing to bargain collectively

(Continued on page 3)

Fred Marshal union president, in turn, declared that credit should be given to the members themselves for bringing a peaceful and satisfactory outcome of what otherwise might have developed into a more serious situation. He said: "When men cooperate and conduct themselves as our members did in this case it is a pleasure to direct their union activities."

"If all unions had teamwork of this nature, many problems with management could be settled out of court and without the long strikes which cost everyone so much money."

Union leaders praised reporters of the three Indianapolis daily newspapers for their accurate and unbiased accounts of the controversy.

Concessions won from Mayor (Continued on page 4)

#### Local 759 Signs Closed Shop Agreement with General Tire

By O. B. CHAMBERS

KOKOMO — After several weeks of negotiations and after serving the Smith-Connally notice for a strike which was called for Monday morning, April 15, at 7 o'clock, a last-minute settlement was made, covering the shipping and receiving department, dockmen, loaders, warehousemen and truck drivers and also the jeep drivers in the plant of General Tire Co. in Wabash.

Local Union 759 was able to obtain a good contract for

these people, providing for the first union shop contract ever signed with the rubber company in our district.

This contract also calls for a substantial increase across the board for all employees with a 4-cent-an-hour differential for second shift workers and a 6-cent-an-hour differential for third shift workers.

A new vacation plan was worked out giving one week after one year and two weeks after five years from the date (Continued on page 3)

# The Indiana Teamster



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## Who's Striking Now?

American hosiery manufacturers produced more than 3,500,000 dozen pairs of nylon stockings during 1945, according to the U. S. Department of Commerce in Washington. Of these, less than 13,000 dozen pairs were exported during the year.

The exported stockings went chiefly to Mexico and Cuba, where there is no OPA price ceiling. The remainder, however, are stacked up in warehouses, as the manufacturers hope that the OPA will lift the retail price for greater profits.

## Right to Strike

If an employer desires to shut down his business for any cause, he has a right to do so under our economic system. On the other hand, labor has a constitutional right to strike if it chooses.

The right to strike must remain inviolate. To submit to any other course will mean surrender and death of organized labor and all it stands for.

The right to strike is labor's last weapon against industrial and economic slavery. If we lose the right to strike, we have lost all; yes, even our liberty. Labor will defend this right with all its power.—*Bridgemen's Magazine*.

## Another Morgan Truck Wreck Causes \$100,000 Suit by Indianapolis Realtor

(Continued from page 1)

fic accidents. In February 1942 this paper reported:

"How a non-union fleet of trucks left a trail of death and destruction across 22 States is written in the bloody statistics of an Indianapolis insurance agency (Hadley-Mahoney Insurance Agency).

"The statistics involve the operations of the Morgan Packing Co., of Austin, Ind., for the 11 months prior to last October 11.

"They show that during these 11 months the trucks of the Morgan Co., operated by scab drivers, were involved in 230 accidents. They killed eight people and injured 22. They bumped into bridges, killed farm animals, turned over on the highway, and in several instances went bounding off the highways across the open fields."

Of the hundreds of suits resulting from Morgan's delivery service, the present one charges that:

"The defendants did not place any lights, fuses, flares or warnings of any kind in front of said stalled trailer-truck to warn traffic coming from the north that said truck was across said highway and was disabled."

Unlawfully Endangers Life

Consequently, says the affida-

vit, the defendants "did then and thereby negligently and unlawfully endanger the life, limb and property of the persons on said highway." The affidavit continues:

"That said plaintiff at said time (about 10:15 o'clock on the night of October 15, 1945), was driving a 1942 two-door Nash Sedan in the west lane of U. S. Highway 31 in a southerly direction at approximately 45 miles per hour and when he saw the headlights of the stalled truck headed north, thinking he was about to pass a car going in a northerly direction in the east lane, slackened his speed to about 40 miles per hour, and, without any warning that said truck was stalled across the west lane of said highway, did then and there crash into said truck, demolishing the car in which he was driving and severely injuring this plaintiff."

### Physically Wrecked

Mr. Springer says in his complaint that he was in the Hamilton County Hospital, Noblesville, for three weeks, then in a sanitarium in Martinsville for four weeks. He asserts:

"That the aforesaid negligent acts caused this plaintiff to suffer the following injuries: That the plaintiff lost the sight of the right eye; that the

## LOCAL NO. 233 REPORTING

By Leo Bauer

All commission houses in Indianapolis are listed as unfair to organized labor by Teamsters Local No. 233, headed by Leo Bauer. Cooperation of other locals in Indiana, Michigan, Illinois, Ohio, Kentucky and elsewhere is requested. All drivers coming into Indianapolis should check their cargoes and make sure they are not carting lettuce or other green groceries bearing false labels.

A new contract agreed upon between officers of Teamsters Local No. 233 and the H. J. Heinz Co. for all drivers and warehousemen employed in its Indianapolis branch, has been sent to the home office in Pittsburgh for signature. The union has been certified by the National Labor Relations Board as bargaining agent for the employees, all of whom previously had signed applications for union membership. Final signing of the contract will give the union its first closed shop agreement with this food products company.

Negotiations are now under way by Local 233 for all drivers employed by Kingan & Co. and the J. C. Perry Grocery Co. in Indianapolis.

Local 233 was certified as bargaining agent for all warehouse employees of Swift & Co. at an NLRB election April 23. The union is now negotiating for a contract covering these members, in connection with its current negotiations for the drivers employed by this packing house.

Substantial increase in pay for warehouse employees and drivers, who are members of Local 233, has been granted by Bessire & Co., subject to approval of the Wage Stabilization Board.

### Wages Down 13 Per Cent

WASHINGTON—A compilation by the Statistics Bureau of the U. S. Department of Labor shows that average take-home pay of workers in the United States is 13 per cent less than in 1945.

## Drivers Want C.M. LaFollette

(Continued from page 1)

favorable to labor, and declared:

"At a time like this, and with the kind of a Congress we have, it is unthinkable for labor in Indiana to let a man like LaFollette slip through our fingers. We should do everything possible to get him nominated, then elected. He would be labor's senator. We know Willis' record and we could expect little from Jenner except a kicking around."

LaFollette made his keynote speech for the nomination at the midwinter conference of the Indiana State Federation of Labor.

He has been endorsed also, by the CIO of Indiana.

A third group seeking his election is the Laundry Workers International Union, whose president, Sam J. Byers, said in the April issue of its official publication, The International Laundry Worker:

"LaFollette has the united support of organized labor and by endorsing him the general executive board places the Laundry Workers' International Union where it belongs, in the ranks of labor, militantly backing a proven friend."

"Before the Laundry Workers or anyone else can vote for LaFollette, the Republican party must nominate him. It is unfortunate that LaFollette is not a Democrat. If he was, there would be no question of his winning the senatorial nomination."

"Indiana is not one of the progressive states that permits the voters to select the senatorial nominees of its political parties. It retains the discredited system of boss-controlled conventions."

"Consequently LaFollette will be at the mercy of the political machine of Gov. Ralph Gates at the Republican state convention in Indianapolis on June 13."

## LaFollette's Labor Record

Congressman LaFollette is an earnest supporter of the FEPC to prevent racial discrimination in employment and his entire record in Congress is that of an uncompromising champion for the rights of the common people.

Other points in his legislative record are:

1. Introduced and fought for a strong full employment bill.
2. Supported strong housing bill, including continuation of subsidies to speed home construction.
3. Voted against the Hobbs bill.
4. Voted against the Smith-Connelly bill.
5. Voted against the Case bill.
6. Voted against bill abolishing War Labor Board which contained many anti-labor features.
7. Voted against continuation of the Dies Committee.
8. Voted to extend the Trade Agreements Act.
9. Voted in favor of the anti-poll tax bill.
10. Voted and campaigned for the Fullbright resolution urging United States participation in a world organization after the war.
11. Voted in favor of an appropriation for the United States Relief and Rehabilitation Administration.
12. Voted to extend lend-lease.
13. Voted against court review for OPA orders.
14. Voted against exempting insurance companies from the anti-trust laws.
15. Voted against the Rankin amendment, which amendment created the present un-American Activities Committee.
16. Voted for the extension of reciprocal trade agreements.
17. Voted in favor of Bretton Woods.
18. Objected to the National War Agencies appropriation bill because it contained no FEPC appropriation.

## BUILDERS RENEGE ON PAY RULING; FACE NEW TIEUP

Teamsters Union No. 716, headed by James E. Deets, has filed a strike notice with the National Labor Relations Board against the Building Contractors' Association of Indianapolis, to compel the builders to abide by a ruling of the U. S. Wage Adjustment Board.

Declaration of the strike would mean stoppage of construction for the second time recently of many commercial buildings and new housing projects for which the association members have contracts.

The association was forced on April 24 to agree to increase the pay of AFL carpenters, to end one strike, and now is chancing a second tie-up rather than agree to the Teamsters' demands.

These demands are for retroactive payment to 400 drivers and helpers employed by the association dating back to January 1, 1946.

According to President Deets, a contract was entered into between his union and the association on December 23 last, for the calendar year of 1946, which would give pay increase to the 400 union members.

This agreement was subject to approval of the Wage Adjustment Board. The Board on March 23 approved the contract, as of January 1, 1946, with the specific understanding that all wage increases were to be retroactive to January 1, 1946.

The association members, however, have interpreted the Board's decision to mean that the pay raise started on the date of decision, and are holding out against paying the difference in wages to the Teamsters for the 12 weeks involved. Some of the association members have settled independently, and these will not be affected by the projected tie-up.

### Negotiations Continue

Teamsters Local 716 is at present negotiating for contracts with the General Electric Co.'s supply house at Georgia and Missouri Sts., Indianapolis, the Carbonic Dry Ice Co. and the Indianapolis Paint and Color Co.

Contract with the Brannum-Keene Lumber Co. has been reopened by Local 716, and one with Monument Coal Co-op is slated to be reopened shortly.

## Davis Chairman Of AFL Group

C. E. Davis, president of Teamsters Union No. 188, has been elected chairman of the AFL group in the United Labor Committee of Information, a non-partisan organization of leaders representing all elements of organized labor in Marion county, whose purpose is to work for the election of labor's friends and defeat of labor's enemies in the coming election.

The committee, just formed, comprises representatives of AFL, CIO and the Railroad Brotherhoods.

# PAT HESS ADVERTISES SAFETY PROGRAM

## Teamster Head Tells Ft. Wayne In Daily Press Whom to Blame For Many Traffic Accidents

(Continued from page 1)

April 9 at the university's Extension Building, North Meridian St., Indianapolis.

The meeting was attended by representatives of trucking companies, Indiana State Police, Chamber of Commerce and other interested citizens, and was conducted by Wayne Timmons, assistant to Prof. J. L. Lingo, head of the Institute.

A similar meeting was addressed by Clyde B. Birdsong, president of Teamsters Local 215, at the YMCA in Evansville April 15.

Both Mr. Deets and Mr. Bird-

song discussed the problems of safety from the Teamsters' viewpoint, explaining the Teamsters' program of better law enforcement, elimination of fatigue, elimination of drunken driving, etc.

That program was explained by Pat Hess in both Ft. Wayne newspapers, morning and afternoon, in big three-quarter page paid advertisements. Hess, head of Teamsters Union No. 414, made the issue so clear and placed the blame for traffic accidents so squarely where it belongs that we reprint his message herewith.

Some 125,000 members of the International Brotherhood of Teamsters are returning from the dangers of foreign battle areas to the "safety" of their home highways and byways.

Maybe the byways are safe, but not the highways.

In fact, the casualty rate on American highways today is comparable to that of American troops in battle. Our highways are not safe. They are a constantly increasing hazard.

Before World War II we were killing each year more people than the American Expeditionary Force lost in action in World War I. Unless the death toll is checked, we will soon be losing more lives on our highways each year than we lost in action in World War II.

This is a question of grave concern to a union like ours, the bulk of whose members earn their livelihood by driving on highways and city streets.

### The Driver Pays

Every time a truck goes into the ditch, one of our members goes with it. Many times he doesn't climb out of his cab after the accident. He is carried out. Sometimes he is burned beyond recognition.

We want to keep our men out of the hospitals and cemeteries and on the highways. That's why we are interested in highway safety and why we are eager to do anything possible to reduce the hazard of the highways.

There are many aspects of safety. The chief cause of accidents is the carelessness, recklessness or incompetence of the private car drivers. These drivers should be made careful and competent or they should be put permanently off the road.

### Traffic Law Enforcement

This brings us to the question of traffic law enforcement. The traffic toll is primarily an indictment of state and city police departments, traffic courts, prosecuting attorneys and state legislatures.

It is too easy to get a driver's license and it is too easy to keep it.

And it is also too easy to drive a car without a license. We see repeated instances of a reckless driver arrested after an accident who has no driver's license. Frequently he gets off with a light fine.

Many motorists drive cars they know to be mechanically dangerous. Some time ago in Indianapolis a woman was arrested for killing a child. The police found that the car had practically no brakes at all and charged her with driving with defective brakes.

### Judges at Fault

But the judge dismissed the charge because he said it was not proven that if she had good brakes she could have avoided killing the child. With this kind of perverted judicial reasoning, it is not surprising that reckless persons drive cars with no regard for the safety of others.

The woman was driving a car

under conditions that made her criminally negligent. She killed a child. And the judge said it was all right because she would probably have killed the child anyway.

Such a decision encourages criminal irresponsibility by drivers and lax enforcement by traffic officers. Officers who track down a hit-run driver after great effort only to see him released after a small fine are likely to give less effort to the next case, knowing that the judge will make a mockery of their efforts.

Such judges are as great a contributing factor to highway accidents as reckless drivers. They don't belong on the bench any more than the reckless drivers belong on the highways.

### Should Be New Codes

To cope with such judges, legislatures should adopt state traffic codes prescribing rigid penalties for such offenses permanent licenses for those convicted and making mandatory the cancellation of men arrested a second time for reckless driving or drunken driving.

Periodic tests should be made of persons holding drivers' licenses to determine whether they are still physically and mentally fit to operate an automobile.

And there should be sufficient officers on traffic duty in all states to enforce the motor vehicle laws.

Trucks and truck drivers are subject to rigid regulations. As a class, truck drivers are the best and safest drivers on the road and their equipment is kept in the best condition.

### When Other Driver Is Unsafe

But a minority of safe and expert drivers cannot be expected to reduce the traffic toll. A truck driver can avoid running into someone else, but he is helpless when a reckless automobile driver crashes into him.

Many truck drivers have been killed and injured critically by taking to the ditch to avoid an automobile violating every rule of traffic safety and common sense.

Even if the truck driver escapes injury, his driving record is marred and his equipment and cargo are badly damaged.

When a shipper finds his cargo in a ditch or burning on the highway, he does not blame the reckless driver who caused the accident. He blames the company that carried it.

Not only does the company lose a customer, but the entire motor freight industry loses one in many instances, because the shipper thinks highway freight service is too hazardous. And the railroads gain another customer.

Too much stress in highway safety has been laid upon the motor fleet and drivers of commercial freight lines. It is desirable to improve the accident records of commercial freight lines. It is desirable to improve the accident records of commercial vehicles, but they cannot be reduced greatly below their present level unless other users of the highways are compelled to exercise the same care

### Swickard Heads CLU

ANDERSON—Lloyd Swickard, business representative of Teamsters Local 369, has been named temporary chairman of the Madison County Central Labor Union during the absence of Charles H. Hartley, president, who has asked for a temporary leave of absence from his council duties.

the truck driver does. And to keep their equipment in the same shape the commercial operator does.

The Teamsters in many parts of the country have cooperated with employers to establish safety schools and instruction classes for truck drivers. In every safety program the Teamsters have responded wholeheartedly.

As a result of this cooperation with employers, accidents in which the truck driver was at fault have been greatly reduced. They could be still further reduced.

But even if they were eliminated entirely, it would make scarcely a dent in the tremendous number of accidents. The campaign to reduce truck accidents should be continued. But the emphasis should be placed on eliminating the drivers who smear the highways with blood. These are the drivers of private passenger cars.

## Local 759 Signs Closed Shop Agreement with General Tire

(C. ntinued from page 1)

of employment, with check-off for initiation fee and dues.

This will cover around 30 employees at the plant.

Negotiations were carried on by O. B. Chambers and Lee Lantz working with a committee composed of Howard Cooper, Harold Hayes, Lawrence Eldridge and Fred Alexander, representing Local Union 759, and Al Tiesch and Bruce Merritt, representing the General Tire and Rubber Co.

The two committees were assisted by Mr. Covey of the U.S. Conciliation Department.

All provisions of the new contract are retroactive to March 10, 1946, and will run to March 10, 1947.

### Strike Notice vs. Armour

After several meetings with the Armour Creameries in Rochester, in which we asked for a substantial increase for the workers and various other amendments to the contract, we have been unable to date to reach a satisfactory understanding with this company.

They have attempted to break down a lot of the conditions we now have covering these people at the Armour Creameries in Rochester, at which plant Local 759 acts as bargaining agent for all 75 employees.

After attempting to negotiate a new contract the union was forced to serve a Smith-Connelly notice on the company. The contract expires May 1, 1946, and the 30-day period for the Smith-Connelly notice will expire May 9.

Negotiations are being carried on by O. B. Chambers, Lee Lantz and members of the negotiating committee of employees in the plant. These are Byron Zimmerman, Harry Bonnett, Dora Zumbaugh, Clarence Jackson, Harry Ginther and Wm. Billman.

Representing the company in negotiations are C. M. Post of the Chicago office of Armour

## LOCAL 362 HAMMOND

By William Sullivan

The entire membership of General Drivers Union No. 362 has been saddened by the death of our beloved Recording Secretary, William Gard. Brother Gard had been a member of our union for 35 years. His passing, at the age of 67, is all too untimely to those of us who would have had him with us longer. Our deepest sympathy goes to Mrs. Gard and others of the family. William Gard died March 31, 1946, and was buried from St. Joseph's Church, Hammond, April 3.

Grocery Service employees of Hammond have received substantial wage increases and better working conditions in a contract obtained for them by Henry Willing.

Brother Archie Spenner, who has taken out a withdrawal card, is Democratic candidate for Sheriff of Lake County. He's in a big field—of 19 candidates and no disrespect to any of them. But when it comes to May 7 (all together now) "we want Archie!"

## Union Wins As Hicks Co. Ends Lockout

(Continued from page 1)

with the members, many other Hoosier manufacturers were set to follow his example. Hicks' success would have meant an end of the closed shop in this State, in the belief of S. W. Helton and Glen Rabanus, Teamster officials.

For the benefit of the NAM, then, and anti-labor industrialists generally, labor leaders point out that the elder Hicks himself was finally forced to resign and to turn management of his plant over to a younger member of the family, who was a little more liberally inclined toward the men who are helping that family make and keep its fortune.

The six-months' battle ended officially on April 27, when members of the Federal Union voted unanimously at a mass meeting to accept the agreement and proposed contract agreed upon by the union's bargaining committee and representatives of the Hicks Co.

The contract provides for a closed shop and states that "the employer recognizes the union as the sole and exclusive bargaining agency for all employees to whom the agreement applies."

It contains a no-strike contract, provides for a 40-hour week and for time and one-half for all work beyond that amount and on Saturdays. Double time is provided for Sundays and holidays.

Under the contract, the minimum starting rate for all employees shall be 65 cents per hour.

It also states that "all employees covered by this contract shall receive an individual wage increase of 18½ cents per hour on their return to work after the contract is signed by both parties." Vacations with pay also are provided.

The agreement, which affects about 350 workers, became effective April 27, 1946, and continues until April 27, 1947. It also provides for automatic renewal from year to year until terminated by either party.

The contract was signed following the union ratification by Russell C. Hicks, newly-elected president of the company; Howard Hicks, company secretary-treasurer; Paul Martin, union president, and Ben Ransdell, union secretary.

### GORMLEY COMMENTS TEAMSTERS

Commenting upon the AFL victory at the Hicks Body Co., Hugh Gormley, regional director, AFL, has written to heads of the several Teamster locals in Indiana which contributed money and service on the picket line in the lockout, as follows:

This successful conclusion could not have been obtained without the full cooperation of the labor movement, and your group was among those who gave their full support and cooperation to this Federal Union.

We take this means of thanking you for your support and cooperation and extend our best wishes for your future success.

for the people employed in this industry.

Local Union 759 is now working on a new contract to cover operations at the Victory Ordnance Plant, to be known later as the Cenrasco Mfg. Corp.

Creameries; L. Langford, the branch manager, and his assistant.

Also participating in the negotiations will be Conciliator Ralston from the U. S. Conciliation Department.

A meeting is planned for May 3 to make a final attempt to get together on this contract, as May 9 will be the deadline set to get together.

### Organizing Concrete Workers

We are still working on the Kokomo Concrete Corp. and to date have nothing more to report regarding this matter, as this is a new cement block plant we are organizing in Kokomo.

We have also sent out notices of opening the contract with the Omar Bakeries to cover the people in the Kokomo Terminal on their contract which expires June 1.

We of Local 759 extend our deepest sympathy to the family of D. C. Ellis, who worked at the Courier Express in Logansport, as mechanic foreman, and passed away very suddenly.

Our sympathy is expressed also to the family of Bro. Campbell, who was a driver for Ward Baking Co. working out of Logansport.

All over-the-road contracts are now signed, and members are working under their provisions with all the companies, except Unger Trucking Co. of Wabash.

All the new city contracts are in operation and all members are working under these conditions with the exception of Pasquale at Logansport and Kinney Transit and Checker Cab in Kokomo.

### Construction Contract Signed

The construction contract covering highway and building construction has been signed by the contractors in our jurisdiction. The forms have been made out and forwarded to Washington for final approval, which will make a nice increase

# HUNT TELLS HOW TYNDALL SAW THE LIGHT

## Strike Proves Mighty Mayor Can Talk to Humble Workers

Appearing April 21 on the WIRE radio program, "Labor Speaks," conducted by Joseph K. Shepard, Lester Hunt, an editor of The International Teamster, explained the recent victory won by Teamsters Union No. 135 from the City of Indianapolis.

He also warned of the murderous attack upon OPA and made several suggestions for more harmonious Labor-Management relations.

A condensed transcript of questions and answers follows:

**Hunt**

Daniel J. Tobin, our general president, has asked me to express his personal appreciation, and that of the Teamsters' Union, to WIRE and Mr. Shepard for the consideration you are showing us today. It is not often that a labor union is invited to express its views in the uncensored manner you have offered us this afternoon. I agree with Mr. Shepard, that our appearance today is particularly timely, in view of last week's strike of street cleaners.

**Shepard**

You don't need to discuss that if you find it embarrassing.

**Hunt**

Is it not at all embarrassing, Mr. Shepard, and anyway, we are used to embarrassing questions. I am very happy to discuss the street cleaning strike. But let me discuss it in connection with another strike that affected Indianapolis more seriously than the street cleaning strike did.

**Shepard**

Do you mean the last garbage strike?

**Hunt**

No, I mean the strike of truck drivers in Louisville, which ended last night in agreement.

**Shepard**

How did that affect Indianapolis?

**Hunt**

It tied up all motor freight to and from Indianapolis through Louisville.

**Shepard**

I have not heard much about that. What's the story?

**Hunt**

There were 750 men involved. Last Monday morning at daybreak it was the only Teamsters strike in the nation involving more than a handful of men.

When you consider that on the first of last month our membership was 773,000, it is an excellent record. It means that out of this huge membership more than 772,000 were at work.

That, as I said was at daybreak last Monday.

At 7 o'clock that morning we had another strike on our hands. About 200 employees of the street commissioner's department in Indianapolis walked off the job. That raised the total of Teamsters on strike in the United States to about a thousand, which is less than one-seventh of one percent, which is still a very good record.

**Shepard**

It's a pretty good alibi, too.

**Hunt**

It is no alibi at all. We did not initiate these strikes. In fact, neither one of them should ever have occurred.

**Shepard**

Why did they occur then?

**Hunt**

They occurred because in both cases the employers refused to meet with their men to discuss legitimate grievances. In Louisville, the employers violated the terms of a contract with our union and for two months refused to dis-

cuss our protests. The City of Indianapolis procrastinated for seven months, flatly refusing to even meet with the union.

**Shepard**

It seems to me, Mr. Hunt, that the two cases are not comparable. In Louisville it was a strike against private employers who had violated a contract. In Indianapolis it was a strike against the city where no contract existed.

**Hunt**

The fact that no Indianapolis contract existed contributed to the strike. The two cases are exactly comparable in that in both cases the employers refused to meet with the chosen representatives of their men to consider legitimate complaints.

**Shepard**

The mayor said he was prohibited by law from meeting with the union.

**Hunt**

Apparently the mayor did not understand his legal rights or his privileges as a citizen. He can meet with anyone, any time. In fact, it is his duty to meet with any citizens whenever they have a problem to discuss. The mayor must have consulted a lawyer because he did, eventually, meet with union representatives last Wednesday, and the strike was immediately settled. If he could meet with them last Wednesday, he could have met with them last month, or last year and avoided the entire controversy.

**Shepard**

Is it your contention that the Teamsters' Union won that strike?

**Hunt**

It certainly is. The demands of the men for seniority, security, vacations and increased pay were approved in a statement of policy authorized by the mayor.

**Shepard**

But the Teamsters' Union did not get a contract.

**Hunt**

We were not asking for a contract.

**Shepard**

Then you agree with Mayor Tyndall that an opinion by Attorney General Emmert prohibits him from signing a contract with the union.

**Hunt**

I agree with neither Mayor Tyndall nor Attorney General Emmert. Mr. Emmert's opinion did not say that Mayor Tyndall said it did. It did not prohibit him from signing a contract. And it did not restrain him from meeting with representatives of the Teamsters' Union, or any other union. In reality, it said specifically that a public official, and I quote Mr. Emmert's own words—"may properly meet with representatives of the union to discuss matters of employment."

There you have the exact words of the attorney general in his official opinion, which the mayor interpreted to mean that he could not meet with the union.

**Shepard**

That is certainly clear enough but I thought you just said you did not agree with the attorney general.

**Hunt**

I agree with him up to that point. But I do not agree with his final conclusion, which I might call a labored conclusion, under the circumstances. After saying that a public official may meet with a union, Mr. Emmert said that any agreement reached would be "ultra vires."

**Shepard**

"Ultra vires," what is that?

**Hunt**

You amaze me, Mr. Shepard. I thought you were a linguist. Don't you understand Latin?

JOE WILLIAMS SAYS



Young men think old men are fools, and old men know young men to be so.

**Shepard**

If you understand it, you tell me what it means.

**Hunt**

It simply means that we can't make these legal opinions too simple or anybody could understand them. That short burst of Latin was probably what confused the mayor. It means that any agreement between the mayor and the union would be of no legal force.

**Shepard**

You mean it would be illegal?

**Hunt**

I mean nothing of the kind. That's what the attorney general means and that's where I disagree with him. Mr. Emmert says it is legal for the mayor to meet with the union, but illegal for him to reach an agreement. To my mind, that's really ultra vires, in its most virulent form.

**Shepard**

Well, if that's the case, the mayor has the power to sign a contract with the union. Is that your contention?

**Hunt**

That is my contention. However, the Teamsters' Union was primarily interested in improving the conditions of the men in the street department. If we can do that without a contract, we will not insist on a contract.

**Shepard**

Do not other cities make agreements with unions?

**Hunt**

Yes, indeed. It is a common practice for cities, counties, states and districts to make agreements with unions.

There is no reason why a city should be an unfair employer. Those on public payrolls are entitled to the same consideration as those on private payrolls.

To put Indiana abreast of other states I suggest that both the Republican and Democratic parties recommend that the next legislature write a law, protecting the rights of public employees, in such clear language that no mayor or attorney general will ever be in doubt as to what it means.

**Shepard**

Does the federal government have agreements with unions?

**Hunt**

Oh, yes. I know that GENERAL Tyndall will be interested to learn that the War Department has the finest labor relations of them all. Only yesterday I talked with the representative of a union to which War Department employees belong. He told me the doors of the WASHINGTON generals are always open to representatives of the union.

**Shepard**

That is very interesting, Mr. Hunt. Tell me, what do you think the future holds for industrial relations. Will there be more, or fewer strikes?

**Hunt**

That depends on Congress.

**Shepard**

I understand labor opposes any action by Congress to curtail strikes.

**Hunt**

I am not speaking of such legislation. I am speaking of the OPA.

**Shepard**

That says nothing about strikes.

**Hunt**

No, but if it is repealed or crippled, so as to permit inflation, there will be no industrial stability in the United States. If the measure passed by the House Thursday

## No. 135 Wins City Walkout

(Continued from page 1)

Tyndall were contained in a "Statement of Policy" which he authorized to be signed by Street Commissioner Luther Tex, as follows:

### TO ALL EMPLOYEES OF THE STREET DEPARTMENT

Following is a statement of policy of employer and employee relations in the Street Department as adopted and confirmed on April 17, 1946:

1. Seniority rights for all employees.
2. Wage rates at present scale of payment.
3. Forty-eight hours time per week if money is available and employee is actually employed.
4. The Street Commissioner will recommend to the City Council the adoption and inclusion in the 1947 budget of the following:
  4. Work-week guarantee.
  5. Provision for overtime.
  6. Six days vacation with pay for all employees who have been in the department one year or more.
  7. Six days sick leave for all employees who have been in the department one year or more.
  8. Full pay for all employees for holidays observed by the city.
  9. Fifteen cents (15) an hour increase for all hourly employees for 1947.

(Signed) LUTHER TEX,  
Street Commissioner.

## New Insurance At Mayflower

By terms of a new group insurance plan for 335 or more members of Teamsters Union 193, employed by the Aero Mayflower Transit Co. in Indianapolis, benefits have been doubled and some important ones added, with very little additional cost to the members.

Life insurance policies have been increased from \$1,000 to \$2,000.

Accidental death and double indemnity payments are increased from \$1,000 to \$2,000.

Accidental and sickness weekly payments are increased from \$15 to \$21.

Hospital room and board are increased from \$4 daily to \$5. Among new provisions is payment of the services of a surgeon to a maximum of \$150.

The new plan will go into effect June 1, according to Charles L. Eskew, steward of Local 193, who spent two years working out the details.

Ninety per cent of the members have adopted the plan to date.

becomes law, prices will rise so rapidly that no union contract will be worth the paper it is written on.

**Shepard**

You mean rising prices will bring more strikes?

**Hunt**

They are bringing them now. If Congress permits industry to destroy the OPA, there will be an orgy of strikes such as this nation has never seen.

Men will not work at wages that fail to feed them. And no existing wages will feed any man if we have inflation.

Every price increase will bring new strikes for corresponding wage increases, and each wage increase will bring a new price increase. It will end in a terrific collapse with wholesale unemployment and economic stagnation.

**Shepard**

What then?

**Hunt**

I hesitate to predict.

## UP-TO-DATE WITH NO. 188

By SWEDE WAECHTER

The Old Fire Chief has been on vacation in New York for three weeks. We hope you had a good time, Louie Floerke.



Brothers and Sisters! Many of you are buying scab milk! Please buy milk from Capitol Dairies or Kroger stores. If you use canned milk, buy Wilson's milk. These three creameries are brother members of yours. They are paying dues, too. Why not work together, so we can organize other dairies? Read Article 14, Section 7, of your By-Laws.

Just for a laugh, next time you see Dick Kinnaman, ask him how he mashed his finger.

Bill Wilson of Omar has been transferred to Omaha, Neb., on account of his Mrs.' bad health. We all hope she gets better. Good luck to both of you!

We just signed a contract with Kraft Foods for their warehousemen. Welcome, boys, to the best Teamster Local there is.

Three of our very good brothers have returned from Uncle Sam's Army—Tommy Fields and Arthur Hants at Capitol Dairies and Don McIntyre, former trustee of No. 188 and steward at Purity Bakeries. Glad to have you back, boys.

Our Vice President, Charles Brown, has been doing considerable bragging just about everywhere and to everyone who will listen, about that new son of his. (Heaven help us when he gets pictures of the offspring.) All kidding aside, he's a swell boy, Brownie—but what about those cigars? We have some other proud fathers, too. Do any of you want to try to shout Brownie down? How about it, Howard Pate, with that nice family you have?

Help! Help! You stewards must give me something to print in this column.

**Shepard**

What is the record of the Teamsters' Union on strikes? In reading your magazine I see that President Tobin is constantly urging your members to remain at work. Do the men listen to him?

**Hunt**

They certainly do, and our strike record shows it. Time after time, particularly during the war, they yielded to the insistence of Mr. Tobin that they keep the truck wheels rolling, regardless of personal injustice or provocation.

Many times the Teamsters made sacrifices, and stayed on the job in the face of deliberate contract violations by employers. They did this in patriotic recognition of their wartime obligations to the nation, and in acceptance of the judgment of a trusted leader.

Mr. Tobin is a man who came up from the bottom. He drove a team in Boston when he was hardly more than a boy. He understands the problems of Teamsters. He struggled to raise a family on \$15 A WEEK. He has devoted his life to the elevation of wage standards so that other men can raise their families with less hardship than he suffered.

Our 773,000 members know that. And they listen with respect when he speaks.

It has been Mr. Tobin's fixed policy over the years that a strike is a weapon of last resort, to be used only when all methods of peaceful settlement have been tried, and have failed.

But, once in a strike, he spares no effort or expense to win it. Our record is splendid for avoiding strikes. And it is also splendid, for winning them.